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Port Melbourne, 11th September, 1945

Memo from ENGINE SUPERINTENDENT

To THE MANAGER

Subject: Review of Engine Division Programme.

Following the termination of the war, the question of reducing the Engine Division to one shift has been investigated in the light of our known commitments, covering R-1340 spares, R-1830 spares, Mustang components and factory reconditioning of engine components.

1. R-1340 Spares:

We have been instructed to suspend work on R-1340 spares and it appears, therefore, that we can disregard these in our programming for twelve months at least.

2. R-1830 Spares:

Some uncertainty existed in regard to the latest R.A.A.F. order for R-1830 spares (Demand No. 1908) but we have now been advised of the extent to which the order will be reduced, due to the availability of spares ex. the U.S.A.A.C. It appears that at least 80% of the order will remain with us and on a preliminary investigation, Melbourne's portion of the order represents at least 12 months' work at our present average output. Actually, the R.A.A.F. requirement is that the order shall be completed by the end of June 1946.

3. Mustang Components:

The big reduction in the scheduled rate of deliveries will naturally result in a similar reduced rate of manufacture of components, but it is necessary to complete initial batches of all components as soon as possible, in order to prove tooling and performance of hydraulic units etc.

4. Factory Reconditioning of Components and Engine Overhauls:

While this programme, in relation to R-1340 engines is now at a low figure, we will be expected, within three or four months, to take over all the R-1830 reconditioning and overhaul work which is now being done at Lidcombe.

Just at present, we are not receiving any R-1830 cylinder assemblies for overhaul, but our previous experience is that the R.A.A.F. allow

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unserviceable assemblies to accumulate at their repair depots and we receive large quantities at irregular intervals. Action is being taken to expedite the forwarding of cylinders to us.

In view of (2), (3) and (4) above, it is strongly recommended that -

- (a) We retain a second shift of sufficient size to take care of bottle-neck operations.
- (b) The retrenchment of female labour be made progressively as male labour becomes available for replacements.

Unless action is taken along these lines, I feel that we shall be unable to meet the R.A.A.F. requirements in regard to the supply of parts and the overhaul of engines etc.

*H. C. Knight*

C.c. Secretary  
Mr. Moran  
Mr. Chambers

HHK/SL.